



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Robert L. Davis

**SUBJECT: SCHOOL CROSSING GUARD
PROGRAM IN OTHER
JURISDICTIONS**

DATE: May 11, 2005

Approved	/s/	Date	05/27/05
----------	-----	------	----------

This memorandum is prepared in response to the Mayor's March 2005 Budget Message to research solutions developed in other jurisdictions in order to develop cost-effective ways to keep children safe walking to and from school.

RECOMMENDATION

A preliminary study was recently completed by the Police Department to look into solutions developed in other jurisdictions to deliver cost-effective means of keeping children safe to and from school. It is recommended that the Police Department continue this study and evaluate the feasibility of implementing cost-effective programs that are in place in other jurisdictions.

BACKGROUND

The Crossing Guard Program in San José is jointly managed by the Police Department (SJPD) and the Department of Transportation (DOT). DOT performs a study of intersections, utilizing a Safety Index formula as an objective means for evaluating the relative safety of intersections in the City. SJPD is responsible for staffing the intersections, training and supervising crossing guards, and determining location assignments. A Police Sergeant oversees the Crossing Guard Program with support from four non-sworn supervisors. Currently, there are 170 crossing guards at 104 intersections city-wide. The City funds the entire costs for this Program (\$1,914,566 a year).

ANALYSIS

A preliminary study was recently completed by the Police Department to look into solutions developed in other jurisdictions to deliver cost-effective means of keeping children safe to and from school. The Cities of San Francisco, Oakland, Santa Clara, Sunnyvale, Fremont and Milpitas were contacted to look into their school crossing guard programs and efforts related to keeping children safe walking to and from school.

City of San Francisco: The Adult School Crossing Guards and Community Parking Officers in the City of San Francisco are actively involved in the implementation of the School Area Safety Program. Community Parking Officers work with schools to shift circulation patterns during

May 11, 2005

Re: Crossing Guard Program in Other Jurisdictions

Page 2

drop off and pick up times to reduce congestion and improve safety. About 140 Adult School Crossing Guards serve public and private schools with the City of San Francisco funding about 118 crossing guards, and the school districts funding about 22 of the crossing guards.

City of Oakland: The school safety program in the city of Oakland is managed by the Police Department. The program is primarily funded by the General Fund with some funding from the Community Development Block Grant (HUD) and mini-grants from the Office of Traffic Safety for crossing guard equipment. Previous attempts to develop a volunteer program were unsuccessful.

Santa Clara: City currently pays from General Fund with no school participation.

Sunnyvale: Sunnyvale's Department of Public Safety cut the number of hours that a crossing guard would be at an intersection, which did not result in loss of guards at current posts but lost the ability to add additional personnel if need arises. The City of Sunnyvale is currently re-surveying all current intersections with crossing guards to confirm that their presence is still warranted. If, after surveys are completed, it is determined the guard is no longer needed, they can move that position to another area of need. The Crossing Guards maintain "Counts," tallying the number of children crossing on foot, bikes, skateboards, or roller skates, as well as tallying those crossing with adults or crossing alone. The overall program is funded by their General Fund with no school participation. A program called "Safe Routes to School" is also being looked at, where Cities, schools, and the County work collaboratively to identify and develop, through traffic engineering studies, safe routes to the various schools. Once the "safe routes" are identified, the routes are outlined and staffed with crossing guards at specific locations on the route. The safe route information/mapping is passed on to the parents. These "safe route maps" would have marked areas where designated crossing guards are located; but because it would be a "safe route," it would lessen personnel required, and it would provide guidance to parents and schools to maintain child safety while walking to and from school.

Fremont: Contracts crossing guards – funded entirely by the City with no funding from school district.

Milpitas: The City's Traffic Engineering Department runs the crossing guard program. They hire and train their 45 part-time guards out of their General Fund with no school participation. They follow a program similar to the one described above. Traffic Engineering will conduct studies, identify "safe routes," and provide maps through public outreach programs to schools and parents.

/s/

ROBERT L. DAVIS
Chief of Police

RLD:RS:JR:CE